VFR TERMINAL AREA CHART
LAS VEGAS

VFR FLYWAY — LAS VEGAS

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Hard-surfaced runways 1500 ft. or greater
- Seaplane Base
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "PVT" - Non-public use having landmark value
- Military - Other than hard-surfaced, all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport — Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park — Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

☆ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93, Special Air Traffic Rules & Airport Traffic Patterns. Flight Traffic Patterns (public use). ●RP Special conditions exist - see Supplement. FSS — Flight Service Station NO SVFR — Fixed-wing special VFR flight is prohibited. CT - 118.3 — Control Tower (CT) - primary frequency. ★ Star indicates operation part-time. See tower frequencies tabulation for hours of operation. ⊕ Follows the Common Traffic Advisory Frequency (CTAF). 📷 Weather Camera. ATIS 123.8 — Automatic Terminal Information Service. AFIS 135.2 - Automatic Flight Information Service (AK). ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports. UNICOM - Aeronautical advisory station. VFR Advisory — Provides advisory Service shown where full-time ATIS is not available and frequency is other than primary CT frequency. .285 - Elevation in feet. L - Lighting in operation Sunset to Sunrise. HL - Lighting limitations exist; refer to Supplement. 72 - Length of longest runway in hundreds of feet; usable length may be less. When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

FSS — FAR 91 — Location Identifier (CAO) — Location Indicator shown outside contiguous U.S. — UNICOM — Airport of Entry

Example: [NAME] [NAME (PNAM)] — CT - 118.3 ● ⊕ ATIS 123.8 — .285 L 72 1.62 IRP — RP 23, 34 — VFR Advsy 125.0 — AOE

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace Mode C - see FAR 91.215(MM.)
- 40 — Class D Airspace Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value)
- Class E (shl) Airspace
- CLASS G — Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class D Airspace
- 2400 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
- 4500 MSL — Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line and boundaries; also applies to offshore facilities which establish intersections.

- 132° — V 69 — Total mileage between NAVAIDs on direct Airway
- 139 — TK 313 — Helicopter Only — RNAV Waypoint
- Prohibited, Restricted, and Warning Areas
- Alert Area and Military Operations Area (MOA) *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
- Special Aircraft Rules (See FAR 93 for details.)
- National Defense Airspace/ Temporary Flight Restriction (TFR)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- MTR - Military Training Route — IR261 or SR261
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.6 — OAKDALE — 122.8 — 382° 339.6 OAK — 123.8 — HOMER HOM

Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- ● Operates less than continuous or On-Request.
- ● ASOS/AWOS
- ● Weather Camera

122.1R — FSS radio providing voice communication — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 123.6, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies as shown.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VOR-DME
- DME
- VORTAC
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (above 200 ft AGL in urban area)
- Group Obstruction
- Wind Turbine
- Wind Turbine Farm
- 2284 (A) — Elevation of the top above mean sea level
- Height above ground
- Under construction or reported; position and — 2049 (1149)
- elevation unverified — UC
- NOTICE: Guy wires may extend outward from structures.
- Obstruction with high-intensity lights may operate part-time

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Helicopter Route
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- P - Parachute Jumping Area (See Supplement.)
- STADIUM
- Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area
- 19E — Isogonic Line (2025 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower — 618 (Elevation Base of Tower)
- Mountain Pass — 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

LAS VEGAS TAC

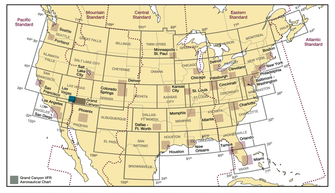
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TLV

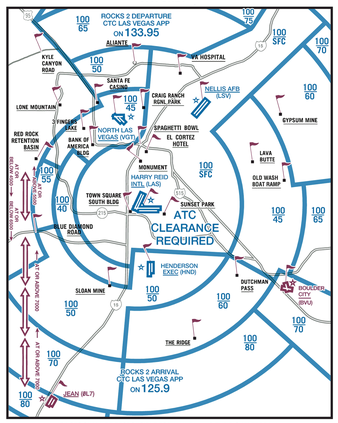
NSN 7641014100122

NGA REF. NO. VFRTALASVEGAS

EFF. DATE 26078

ROCKS ROUTE

NORTH LAS VEGAS
VFR ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THESE ROUTES

ROCKS 2 DEPARTURE: After receiving clearance, proceed direct the Red Rock Retention Basin at or below 4500', remaining north of the Bank of America Bldg (heading 220°). Remain outside Class Bravo Airspace (10 miles from the Las Vegas VORTAC). Proceed direct to the Blue Diamond Road climbing at or below 6500'. Passing Blue Diamond Road proceed south to abeam Jean Airport, radar service is automatically terminated, squawk 1200, resume appropriate VFR altitudes remaining clear of the Class Bravo Airspace, frequency change approved.

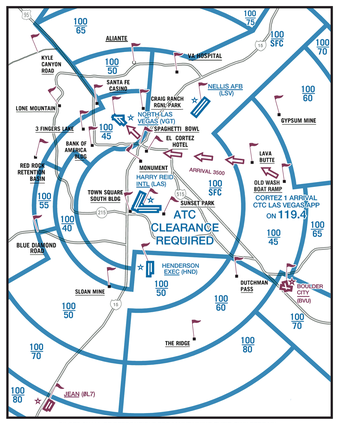
ROCKS 2 ARRIVAL: After receiving clearance, pass abeam Jean Airport at or above 7000'. Proceed northwest bound towards the Blue Diamond Road, remaining 10 miles west of Las Vegas VORTAC, and clear of Class Bravo Airspace. Cross the Blue Diamond Road at or above 7000'. Proceed direct the Red Rock Retention Basin and cross it at or above 6500'. Proceed towards Lone Mountain remaining clear of Class Bravo Airspace and contact North Las Vegas Tower on 125.7.

NOTE: Rocks 2 arrival and departure procedures are designed to keep aircraft out of Class Bravo Airspace. It is recommended that pilots contact ATC for traffic advisories due to high density air traffic in the local area.

ALIANTE	36°17.56N 115°15.80W	EL CORTEZ HOTEL	36°10.13N 115°09.35'W	MONUMENT	36°08.87N 115°09.36'W	SPAGHETTI BOWL	36°10.50N 115°09.30'W
BANK OF AMERICA BLDG	36°10.50'N 115°14.80'W	GYPSUM MINE	36°13.56'N 114°52.74'W	OLD WASH BOAT RAMP	36°07.22'N 114°52.22'W	SUNSET PARK	36°04.29'N 115°06.84'W
BLUE DIAMOND ROAD	36°02.10'N 115°21.51'W	KYLE CANYON ROAD	36°18.35'N 115°25.10'W	RED ROCK RETENTION BASIN	36°09.36'N 115°21.65'W	THE RIDGE	35°52.00'N 115°03.00'W
CRAIG RANCH RGNL PARK	36°14.60'N 115°09.03'W	LAVA BUTTE	36°08.89'N 114°56.18'W	SANTA FE CASINO	36°14.95'N 115°14.66'W	TOWN SQUARE SOUTH BLDG	36°03.90'N 115°10.49'W
DUTCHMAN PASS	35°58.00'N 114°58.01'W	LONE MOUNTAIN	36°14.29'N 115°15.92'W	SLOAN MINE	35°57.00'N 115°13.00'W	3 FINGERS LAKE	36°12.60'N 115°16.10'W
VA HOSPITAL	36°17.10'N 115°15.66'W						

CORTEZ ROUTE

NORTH LAS VEGAS
VFR ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THIS ROUTE

CORTEZ 1 ARRIVAL: After receiving clearance, proceed from the Old Wash Boat Ramp direct to Lava Butte, thence direct the El Cortez Hotel, direct the Spaghetti Bowl, and thence direct the North Las Vegas Airport. Cross Lava Butte at and maintain 3000' MSL until crossing the Spaghetti Bowl or advised by ATC. Contact North Las Vegas Tower passing the El Cortez Hotel on 125.7.

ALIANTE	36°17.56N 115°15.80W	EL CORTEZ HOTEL	36°10.13N 115°09.35'W	MONUMENT	36°08.87N 115°09.36'W	SPAGHETTI BOWL	36°10.50N 115°09.30'W
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VA HOSPITAL	36°17.10'N 115°15.66'W						

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ● POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

For weather camera information visit https://weathercams.faa.gov

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted – route widths and altitudes may not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12 5

122.18 — MORMON MESA — 114.3 Ch 90 MMM — RENO

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

VFR FLYWAY PLANNING CHART
LAS VEGAS
Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
VORTAC — PPS 121.8
VOR-DME — KIP 110.7
NDB — DCW 262
NDB-DME — RMW 320
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

Examples of Class B Airspace Altitudes
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

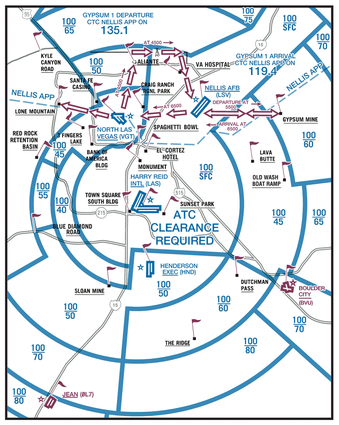
Suggested VFR Flyway and Altitude
2600 / 6700

OBSTRUCTIONS (Selected) (may be lit or unlit) — 2049

MISCELLANEOUS Navigation Reference Point — N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION — Mountain Top or Peak and Spot Elevation — 12256

GYPSUM ROUTE
NORTH LAS VEGAS
VFR DAY ONLY



PILOTS SHALL BE RESPONSIBLE FOR MAINTAINING THEIR OWN TERRAIN SEPARATION WHILE OPERATING ON THESE ROUTES

GYPSUM 1 DEPARTURE: After receiving clearance, proceed direct and cross ALIANTE CASINO VFR Checkpoint (VPVAL) proceed 1nm North to the Powerline at 4500' MSL; follow the powerline East, contact Nellis Approach prior to entering the Class B, proceed East until abeam the VA HOSPITAL VFR Checkpoint (VPVVA) at 4500' MSL; proceed direct and cross Nellis AFB Runway 03L/R approach end numbers at 5500' MSL; direct GYPSUM MINE (VPVGM) maintain 5500' MSL until exiting Class B Airspace

GYPSUM 1 ARRIVAL: After receiving clearance, enter Las Vegas Class B direct and cross GYPSUM MINE (VPVGM) at 6500' MSL; direct Nellis AFB (KLSV) approach end numbers of runway 03L/R at 6500' MSL; direct North Las Vegas (KVGT) at 6500' MSL; direct LONE MOUNTAIN (VPVLM) at 6500' MSL until exiting Class B airspace. If a VFR descent is approved prior to LONE MOUNTAIN (VPVLM), remain on Nellis Approach frequency until changed to North Las Vegas Tower. Do not descend below 4000' MSL without North Las Vegas Tower approval.

NOTE 1: It is recomended that pilots make request for the GYPSUM Departure route on initial contact with Nellis Approach due to high density fighter traffic in the vicinity of Nellis AFB.

NOTE 2: Due to the volume and close proximity of traffic on the same route, pilots shall make every reasonable effort to visually acquire and report traffic immediatley preceding on GYPSUM route in sight.

ALIANTE	36°17.56'N 115°15.60'W	GYPSUM MINE	36°13.56'N 114°52.74'W	LONE MOUNTAIN	36°14.29'N 115°18.83'W	VA HOSPITAL	36°17.10'N 115°05.66'W

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REPORTING CHART ERRORS:
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wilderness Areas, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

CONTROL TOWER FREQUENCIES ON LAS VEGAS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are on/voll VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
HARRY REID INTL	CONTINUOUS	118.7S (RWYS 01L/19R & 01R/19L) 119.9 (RWYS 08L/26R & 08R/26L) 257.8	121.1 - 370.8 (E OF RWY 01R/19L) 121.9 (W OF RWY 01L/19R) 254.3 (W OF RWY 01L/19R)	132.4	
HENDERSON EXEC	0600-2000	135.1	127.8	120.775	
NELLIS AFB	CONTINUOUS	132.55 327.0	121.8 375.8	270.1	
NORTH LAS VEGAS	0600-2000 OCT-MAR 0600-2100 APR-SEP	125.7 360.75	121.7	118.05	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
LAS VEGAS CLASS B	119.775 282.2 (030°-110°) 125.475 307.25 (111°-300°) 125.025 379.15 (301°-029°) 134.55 273.55 INI	CONTINUOUS
NELLIS AFB		CONTINUOUS

SPECIAL USE AIRSPACE ON LAS VEGAS TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. "H24" on altitude means "To and including." "SS-SR" = Sunset-Sunrise
NO A/G = No air to ground communications. Contact Flight Service for information.

† Other times by NOTAM.
NOTAM = Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-4806 E	100 AGL TO UNLIMITED	0200-2000 MON-SAT	NELLIS RANGE CON	126.65
R-4806 W	UNLIMITED	CONTINUOUS	NELLIS RANGE CON	126.65

WARNING: R-4806 W CONTAINS MANY UNEXPLODED BOMBS, ROCKETS, AND OTHER ORDNANCE THAT MAY EXPLODE IF DISTURBED. NO ABREED OR ACTIVE RUNWAY EXISTS WITHIN THIS AREA, HOWEVER, SIMULATED AIRFIELDS UTILIZED AS BOMBING TARGETS DO EXIST. AIRCRAFT LANDINGS IN R-4806 W ARE AT THE PILOT'S OWN RISK.

A-481	7000 TO 17,000	SR-2200†	NO A/G

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
DESERT	100 AGL	SR-SS MON-SAT	NELLIS RANGE CON	126.65

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

LAS VEGAS CLASS B AIRSPACE
EXAMPLES OF CLASS B ALTITUDES
70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE LAS VEGAS AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE LAS VEGAS AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE LAS VEGAS CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM LAS VEGAS APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT LAS VEGAS VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

LAS VEGAS CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or;
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS – Aircraft operating within the Las Vegas Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS –

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Check NOTAMs and see AIM for details.

HENDERSON EXEC ADVISORY

All VFR aircraft departing Henderson Exec (HND) Runways 35 on a left downward departure:
Use extreme caution due to high volume jet traffic arriving & departing Harry Reid Intl (LAS) west of HND. Pilots should remain within 1NM of HND when executing a left downwind departure, then continuing southbound remaining clear of the Las Vegas Class B.

Aircraft departing via the northwest corridor to North Las Vegas (VGT): In addition to remaining clear of the Las Vegas Class B, remain below 3500' until clear of the HND Class D.